NARRATIVE

OF

THE EXCURSION TO THE WEST,

MADE BY THE

DELEGATION

OF THE

BOARD OF TRADE

OF

PHILADELPHIA.

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EXCURSION OF THE BOARD OF TRADE.

LETTER I.

DEPARTURE—SCENERY—CAMBRIA IRON WORKS—ARRIVAL AT PITTSBURG—THE IRON CITY—NAMES AND OCCUPATIONS OF EXCURSIONISTS.

PITTSBURG, October 16, 1860.

Departure

The excursion party of the Philadelphia Board of Trade left the city in yesterday's noon train in the special car constructed for the Prince of WALES, in the most elegant style, and peculiarly adapted by conveniences at its ends for a view of the magnificent scenery on our Great Central Railroad. This scenery I shall not enlarge upon, though it glowed with the rich tints of autumn in a radiant confusion of prismatic colors, so as to excite the breasts of our most phlegmatic merchants. For if any one in our land does not appreciate, without description, the glories of our American autumn, and if any Pennsylvanian has not already been awed by the most magnificent mountain views in the whole world—those of our iron State highway—such a benighted individual is not worthy to be treated to an account of the pleasure he might so readily enjoy. We rested well at Altoona, and after examining early in the morning the extensive and complete machine shops of the Pennsylvania Railroad Company, started at 8 A. M. in a special train to Johnstown, where are situated the celebrated works of the Cambria Iron Company.

Cambria Iron Works.

These are said to be the largest in the United States, employing a force of twenty-five hundred men, and thus doing much to develope the mineral wealth of our State. Nature has been lavish of her gifts in that vicinity. A bed of good bituminous coal yields all the fuel required, and at about one hundred feet above the coal, the iron ore is quarried out of a regular stratum in the rocks, from eight to eighteen inches in thickness. The massive blocks of ore, tumbled into hills fifty feet high, bear witness to the thickness of the bed and its quantity. Coal is interstratified with the ore in these artificial hills, and when some thirty-thousand tons have accumulated, the hill is fired. *Five months* is required to roast this huge mass of ore. The quality of the ore is not less remarkable than its quantity. Like all coal ores, it is a carbonate of iron, but it contains a sufficient amount of carbonate of lime to flux in the furnace. The coal and ore, with its accompanying flux, are tumbled into the tops of four large furnaces, three of which are in blast at once. These are of large dimensions, being thirteen feet in the bosh, and yield an average of one hundred and seventy-five tons of pig metal weekly. The pig metal is puddled and squeezed into blooms. These blooms are rolled into flat bars, which, reheated and welded together, are rolled into rails. The works at Johnston are exclusively engaged in the manufacture of railroad iron, and can, it is estimated, make from 30,000 to 35,000 tons annually.

After remaining an hour at Johnstown we proceeded at a rapid rate through the defiles of the Alleghanies, and around the sharp curves, constituting a wonder of engineering, to Pittsburg. We arrived at half-past two o'clock in the afternoon, and proceeded to the Monongahela house to wash—a superfluous task in the Iron City—and to eat dinner, which, however, is necessary everywhere.

The Iron City.

Here the arrival of the excursion party of the Board of Trade excited considerable interest, although there was no pretence of formality among its members. Some of them visited about among the merchants and citizens of the place, but the proximity of Pittsburg to Philadelphia seemed to prevent the notion that the excursionists were yet fairly started on their Western trip, so but little of moment was attempted. Many of the gentlemen employed themselves in viewing the ruins of Fort Duquesne, which are abominably neglected and fast becoming obliterated; also in admiring the handsome suspension bridges and the magnificent churches and other public buildings for which the Iron City is famous, despite of the dirt which renders ornamentation

of less value than elsewhere. The interior of the Roman Catholic Cathedral was particularly striking, and the admirable arrangements of the Court House contrasted very forcibly with our home experience. All in Pittsburg betokens life and thrift. At night the river scene was exceedingly interesting from the lights in the crowd of steamers and the mighty flames from the surrounding iron works.

We, however all retired early to prepare for the real travel and contemplated work of the trip, which will be likely to call for all the energies at our command. I give below the names and firms of the gentleman composing the delegation, with the department of business to which each is attached.

LIST OF EXCURSION PARTY OF THE PHILADELPHIA BOARD OF TRADE.

RICHARD PRICE, firm of Siter, Price & Co., importing jobbing staple dry goods.

M. L. HALLOWELL, firm of Morris L. Hallowell & Co., importer jobbing silk and fancy dry goods.

T. S. NEWLIN, firm of Newlin, Fernly & Co., importer jobbing hardware.

J. B. LIPPINCOTT, firm of J. B. Lippincott & Co., publishing and bookselling.

W. C. BAKER, firm of Cornelius & Baker, Manufacture of gas fixtures.

E. C. BIDDLE, firm of E. C. & J. Biddle, publishing.

SAM'L E. STOKES, firm of Tredick, Stokes & Co., domestic dry goods commission.

SAM'L T. CANBY, firm of Canby, Niville & Hughes, jobbing of notions.

D. RODNEY KING, firm of D. Rodney King & Co., manufacture and jobbing of fine shoes.

Prof. J. C. BOOTH, U. S. Mint, chemist and melter and refiner of U. S. Mint.

HUGH CRAIG, firm of Craig & Bellas, flour, grain and produce commission.

SAM'L L. WITMER, firm of Sam'l L. Witmer, flour, grain and produce commission.

W. W. STEEL, firm of James Steel & Co., flour, grain and produce commission.

HENRY BUDD, firm of Budd & Comley, flour, grain and produce commission.

GEO. B. BONNELL, firm of L. G. Mytinger & Co., flour, grain and produce commission.

JOHN BUTCHER, firm of Butcher & Brother, meat packing and provisions.

AMOS R. LITTLE, firm of Little, Stokes & Co., importation of dry goods and domestic commission.

W. B. N. COZZENS, firm of Altemus & Cozzens, importation of linen goods.

HENRY SERRILL, firm of Conrad & Serrill, importation of linen goods.

H. W. RIDGWAY, firm of Ridgway, Henssner & Co., importation of cloths.

J. M. BROOKS, firm of Brooks, Bros. & Co., domestic dry goods commission.

J. M. MARIS, firm of J. M. Maris & Co., jobbing of drugs and chemicals.

J. LEWIS CREW, firm of Crew, Rogers & Crew, manufacture of chemicals.

WM. HAY, firm of Hay & McDevitt, commission of cotton yarns.

CHAS. KELLY, firm of D. & C. Kelly, manufacture of cotton.

WM. DIVINE, firm of Wm. Divine & Son, manufacture of Kennebec goods.

N. S. RICHARDSON, firm of Moore, Henesy & Co., jobbing of hardware.

JOS. M. THOMAS, Freedom Iron Co., manufacture of locomotive tire and axle iron.

RICHARD WOOD, firm of R. Wood, Marsh & Haywood, importation jobbing of staple dry goods and clothing.

H. H. HOUSTON, Pennsylvania R. R. Company.

THOS. P. STOTESBURY, sugar and coffee broker.

JOS. H. NEWHALL, firm of Rutter, Newhall & Co., importation of sugar, coffee and molasses.

E. Y. TOWNSEND, firm o Wood, Morrill & Co., manufacture of railroad iron.

JOHN SELLERS, Jr., firm of Wm. Sellers & Co., manufacture of machinists' tools.

CHAS. WHEELER, firm of Morris, Tasker & Co., manufacture of iron tubing and flues, and foundry.

JOHN MURPHY, firm of Murphy & Allison, manufacture of railroad cars.

S. A. BISPHAM, firm of Samuel Bispham & Sons, jobbing groceries.

CHAS. HARBERT, firm of Harbert, Davis & Co., lumber.

W. H. PEARSON, firm of Wm. A. Drown & Co., manufacture and sale of umbrellas and parasols.

J. L. HOUGH, firm of Boyd & Hough, wholesale grocery.

A. J. BUCKNOR, firm of Bucknor, M'Cammon & Co., tobacco commission.

W. A. BROWN, firm of E. C. Knight & Co., wholesale grocery.

JAMES MAGEE, Harrisburg and Lancaster R. R.

GEO. BULLOCK, firm of Benj. Bullock & Son, commission wool.

GARRICK MALLERY, Jr., PHILADELPHIA INQUIRER, newspaper.

T. H. CLARK, *U. S. Mining and R. R. Register*, newspaper.

S. G. THOMAS, *Philadelphia Press*, newspaper.

WALTER MCMICHAEL, *N. Amer. and U. S. Gazette*, newspaper.

W. H. CRUMP, *N. Amer. and U. S. Gazette*, newspaper.

LETTER II.

DEPARTURE FROM PITTSBURG—ROUTE—IRON CAR—FERTILITY OF OHIO—ARRIVAL AT CLEVELAND—RESOLUTIONS OF CLEVELAND BOARD OF TRADE—MAILS—THE FOREST CITY, ETC.

CLEVELAND, October 18, 1860.

At 8½ o'clock, yesterday, the party left Pittsburg by the Pittsburg, Fort Wayne and Chicago Railroad, in a new and most elegant iron car, (the first one yet built), not much displeased at their departure, on account of the heavy state of the atmosphere, in which the smoke sunk in a dense cloud that might almost be cut into blocks. The beautiful city of Allegheny, with the Western Penitentiary and the House of Refuge, was soon passed, and then the water of the nascent Ohio greeted the eye, the same waters being very rapid at the time.

Mr. SPRINGER HARBAUGH, Director, and Mr. J. J. HOUSTON, Gen'l Freight Agent of the Pittsburg, Fort Wayne & Chicago Railroad Company, joined the party and accompanied us to Chicago. Mr. BRADLEY, the Superintendent of the Company, went with us to Alliance. These gentlemen kindly furnished information about the route to the visitors. At New Brighton, a flourishing manufacturing town, where the Big Beaver Creek supplies twenty feet fall of water, is the new factory of MERRICK, HANNA & Co., who are supplying iron

cars under a patent. The relative cost of the iron with the wooden cars is less than 10 per cent. over the latter, the advantage being in lightness. Iron cars of the same size average 3¼ tons less than the old kind. This is a great saving in the dead freight. It is also claimed that there is a vast difference in durability. In case of accident also, overturning the iron car, it will bend without breaking, and the passengers inside are not liable to be injured by splinters, which is the chief danger in such casualties. The car furnished to the party gives great satisfaction in all respects. The saving in room would make the invention particularly valuable for narrow gauge roads.

Near Rochester an object of interest appeared in the settlement of Eeonomy—a community of some four huudred, who neither marry or are given in marriage, yet seem to thrive without that institution. The district of Ohio passed through was of the most fertile and well settled character, exhioiting, at this season of the year, a monstrous crop of pumpkins, calculated to suggest ideas of the population being given over unto pies, until reflection teaches that the gourd is used for cow feed as well as for thanksgiving pastry. The winter wheat was well up and the orchards wonderfully rich. At Alliance, the party dined at 1 o'clock, and then proceeded by a speeial train, at a very rapid rate, over the excellent Cleveland and Pittsburg Railroad to this place, arriving at 3 o'clock.

Resolutions of Cleveland Board of Trade.

The Board of Trade here had received notice of the excursion, and had passed the following resolutions welcoming us to their city.

At a meeting of the Board of Trade, held on Tuesday, Oct. 10th, it was, on motion,

Resolved, That the communieation from the Philadelphia Board of Trade, advising a visit of a committee of its members on Wednesday, the 17th inst., is received with pleasure, and is hereby direeted to be placed on file.

Resolved, That the Board will be happy to reeeive the Philadelphia committee at our rooms at the morning session (ten o'eloek) on Thursday next, and that the business men generally of tbe city be requested by the President, through tbe public newspapers, to join with us in receiving the committee on tbat morning.

Resolved, That the officers of the Board, and the Board of Direetors, are requested to meet the Philadelphia committee on their arrival, at such place as they may deem most suitable.

Resolved, That a eopy of tbe.e resolutions, signed by the officers of the Board, be presented to the chairman of the Philadelphia committee immediately upon their arrival. J. L. Weatherly, Prest.

C. W. Coe, Sec'y.

According to the directions of the above, Mr. J. L. Weatherly, the President of the Cleveland Board and its other officers were in waiting, and were duly introduced to Mr. Biddle and the members of the committee. The greetings were most hospitable, and an appointment made for 10 o'clock to-day at the Board of Trade Rooms for a formal reception and a general mingling with the local business community. The citizens of Cleveland seem to have recovered from their anger at Philadelphia for supporting Erie seven years ago, in the troubles about the break in the gauge of the Lake Shore, &e., railroads. The rest of yesterday was passed by the visitors in visiting and sight-seeing.

There is one statement deserving attention from Philadelphians. The merchants here say that the mail from our city to this point is one day longer in arriving than from New York, in consequence of its being distributed and made up at Pittsburg, lying over there for that purpose, while the New York mail is made up direct for here.—The latter course should be pursued at the Philadelphia Post Office, as the present arrangement makes an unfavorable discrimination against us. This should be inquired into.

Meeting in Trade Rooms.

This morning the Mayor of the city, Mr. Geo. B. Senter, called and welcomed the party; he was out of town yesterday. Shortly before ten the Committee of the Board of Trade of Cleveland arrived at the American House to escort the Philadelphians to their rooms, whither they proceeded in a body. A large number of the business men of the place were in attendance, and the President of the Board, Mr. Weatherly, who was formerly a resident of Philadelphia, welcomed the visitors in a brief but neat and pertinent address. He was answered, in behalf of the Philadelphiaus, by Mr. Henry Budd, of the firm of Budd & Comly, in a few appropriate words of thanks, well calculated to inaugurate the general introductions and conversations which then took place.

The Forest City.

After remaining about an hour in the rotunda the Cleveland gentlemen took tbeir guests to view the city and environs, there being about twenty carriages provided for the purpose. The jaunt gave unmingled satisfaction. Cleveland, though but claiming about 45,000 inhabitants, displays in the streets devoted to private residences a degree of taste, luxury, and elegance which would do honor to any metropolis in this or any other country. The mansions and cottages on Euclid street, embosomed in choice trees and shrubbery, and exhibiting every variety of architecture, are a sufficient index of the New England origin of those who gave the first impetus to the Western Reserve. In the procession the Mayor preceded, in company with Messrs. Price, Hallowell, and Newlin, who were unanimously voted to be the No-Kamis of the party; but considereble emu-

lation existed among the few bachelor members for the position of "TOMMY," the same being supposed to embrace privileges regarding the fair sex. In the afternoon another trip was taken on the passenger railways by invitation of their Presidents. There are two lines already established.

The Forest City—so called from its richness in shade trees, and otherwise denominated by the fancy title of the "Venice of the Lakes,"—has been at a dead stand for some years, but is now moving. A considerable wholesale and grain trade is springing up, and manufactures are talked of. The country around is surprisingly fertile in fruit and vegetables, grapes being especially cultivated, and a considerable quantity of wine produced. The feeling toward the excursionists is of the kindest and most hospitable character. A good point has been gained by visits to the several descriptions of stores, and pointing out articles manufactured in Philadelphia, but bought in New York, and which could have been obtained at from five to ten per cent. less from our city direct.

What is Needed.

The universal opinion of the Philadelphia party, thus far, is, that nothing is needed to increase their trade with the West, but active individual exertion in the several departments. That pressing energy, and nothing else, has often swayed purchasers to New York, while, as appears from the confessions of some in the present party, Philadelphia merchants have been dealing or trying to deal with the West for twenty years, without ever having crossed the Alleghenies. The few who have really acted so as to rival New Yorkers in their own branch have succeeded, and and the rest have gained some pickings from the exertions of their more energetic townsmen. A united pull would accomplish everything desired.

To-night we leave for Chicago via Crestline, and thence still Westward ho! All the party are in high spirits, damaging the larders everywhere.

LETTER III.

JOURNEY TO CHICAGO—ARRIVAL—BEEF AND PORK PACKING HOUSES—CONDITION OF THE CITY—RESOLUTIONS AND SPEECHES—GRAIN ELEVATORS.

CHICAGO, October 20, 1860.

At six o'clock on Thursday evening we left Cleveland, with the hearty good wishes of many friends there made, and accompanied by Mayor SENTER, Mr. BENEDICT, of the *Herald*, and other citizens of the beautiful lake port which formed the subject of my last letter. The journey to Chicago was made under as pleasant circumstances as possible, and this opportunity is embraced to express the gratitude of the whole party to Mr. HOUSTON and the gentlemen who arranged the details of the excursion. The members composing our party take no thought of baggage or room, but on arriving at a new point find their quarters assigned and their *impedimenta* in the proper rooms, remaining there until time for the next move, when it proceeds, as if by magic, to the desired locality. By a thorough attention to the comfort of the party, and a scientific system, the usual troubles of traveling are abolished.

We arrived here about 10 A. M., yesterday, and proceeded to eat one of the most extraordinary breakfasts on, or not on, record. With quails, plovers, prairie chickens, venison, white fish and pike as staples of diet, the Tremont House merits the attention of all epicures, and at one time it became a serious question whether some members of the Board of Trade could ever tear themselves away from either the table or the town. A committee of the Chicago Board of Trade was in attendance and welcomed the excursion party very gracefully.

Beef aad Pork Packing.

Carriages were provided and the order of the day was given—to examine the great beef and pork killing and packing establishments for which the city is famous, and from which it derives a great part of its prosperity. Although there are a large number of firms engaged in this business, as an example it is convenient to take the largest—that of CRAGEN & Co., which is claimed to be the most extensive of the kind, as regards the packing of beef, in the whole world.

Last year 20,079 head of cattle were slaughtered and packed away by this firm, as well as 24,000 hogs. This year that amount of beef will be exceeded, and that of pork more than doubled. The capacity is for 400 bullocks per day and 2000 hogs. The business is estimated at $2,000,000 annually. The main building is 110 by 214 feet—only 140 hands being employed, as steam does almost all the work. Last year this firm shipped 61,000 barrels and tierces, and altogether 100,000 packages. About five minutes ensues between the cutting of a bullock's throat and the taking off of his head—which are done almost simultaneously—and his being hung up, skinned and dressed. The celerity and completeness of the operation are, indeed, astonishing. Cincinnati is probably greater on the hog question, but probably no place can rival Chicago in beef.

Condition of the City.

The appearance of the city denotes renewed life and vigor. The panic of '57 did not nearly as much temporarily to retard the growth of the place as the successive bad crops of '58 and '59,

and with the impetus of the present wonderful crops of cereals there is a great revival. It is true that the population of the city has diminished from about 140,000 to 109,000, as given by the present census, which is to be attributed to the fact that the laboring classes, which counts so largely, has been greatly thinned out, naturally seeking the localities where work is plenty and wages high. And it is also the fact that many warehouses and some dwellings are still vacant. The reason of this is, chiefly, that they are held at an exorbitantly high rent. The rent demanded for some houses pointed out to me is far greater than that of residences in similar positions in Philadelphia and New York. That there is still capital and energy here is shown by the buildings now in process of erection. The Sherman House, nearly completed, is a tremendous hotel enterprise, and workmen are busy in many parts of the city.

It is asserted that more houses are occupied by actual residents than ever, and a surprising number have been erected during the last two years, even though those have been a period of relative depression. That is explained by the inducements given to capitalists to build while lumber and labor were at half price. Before the crisis of '57 lumber was at $16 per 1000 feet, and fell to $8. It is now $14. This is asserted to be the place where more lumber is handled than in Bangor, which has hitherto borne the reputation of being chief through all the world in that branch of business. In '57, 557,000,000 feet were brought here. It is chiefly procured from the neighborhood of Green Bay and in Upper Wisconsin and parts of Canada. The States of Illinois, Iowa and Missouri, being deficient in timber, are supplied mainly from this point.

Another evidence of the great return to prosperity, now exhibited here, is that there are scarcely any goods left unsold, and nearly all the business firms are at this moment East on a second trip to replenish their exhausted stocks. The trade has been almost entirely with New York. If the assertion is true, that the diminution in our jobbing business from other points has been occasioned by direct importations of Western merchants from Europe, it is not so in relation to Chicago. The amount of direct importations here is utterly insignificant. The reason of their business men now—that is, after the present railroad facilities—dealing with New York, is simply because they have been "drummed" into it, and that they have had no impetus elsewhere. In conversation with our merchants and manufacturers, they acknowledge that they can, in many instances, do better in Philadelphia, and state that they will gladly do so in future. The meeting, this morning, in the Board of Trade rooms, was of the most encouraging character. The following resolutions were passed :—

Resolutions.

Whereas, It has become known to the members of this Board that there is a delegation of the commercial men of the great city of Philadelphia now in this city, and that they are desirous of becoming better acquainted with the merchants and the business men of the Northwest; therefore, be it

Resolved, That we welcome them among us with the greatest pleasure, and that we hereby tender them the freedom of the rooms of this Board during their stay among us, and that the President be requested to appoint a committee of seven to wait upon them at 10 o'clock to-morrow, and invite them formally to our rooms.

The following gentlemen were appointed that committee :—Messrs. KENNEDY, HOTELING, HUBBARD, COE, WHEELER, WATSON and VOGEL.

In accordance with these resolutions, the Committee waited upon us this morning and extended the invitation of the Board, which was cordially accepted, and at ten o'clock the entire delegation was present on 'Change.

At eleven o'clock, I. Y. MUNN, Esq., President of the Board, called the meeting to order.

Mr. RUMSEY alluded to the preamble and resolutions of yesterday, and stated that the duty of the Committee had been performed. He hoped that some resolutions would be passed expressive of the feelings of the Board.

Mr. J. C. WRIGHT offered the following :—

Whereas, This Board has been honored with the attendance on 'Change this day of a large delegation from the Board of Trade and the business men of the city of Philadelphia, accompanied by several gentlemen from the sister city of Cleveland, therefore,

Resolved, That the Board recognize as one of the marked features of the times, the immense increasing trade, in merchandise, commerce and manufactures of the city of Philadelphia, having within a few years taken the high position of a generous and energetic competitor of the great commercial emporium of the Atlantic seaboard. That in her extensive railroad connections with the West, she has opened up to us most desirable facilities for interchange of commodities and for marketing the varied and growing productions of the West, and is deserving of our most cordial co-peration in carrying out her wishes in regard to her trade.

Resolved, That we hail with pleasure the increasing business and evidences of prosperity of the great Pennsylvania route from the West to the seaboard, and the facilities thus afforded for the growing trade and travel between the cities of Chicago and Philadelphia, and that we do extend to the delegation now present with us, with their friends from Cleveland, a most cordial and hearty welcome to our city, and to our Board, and we hope it may prove the forerunner of a commercial and social interconrse between us, which shall in the no distant future far surpass the expectations of the most sanguine friends of the new route and the growing trade.

Resolved, That we, as merchants, will most heartily co-operate with the merchants and manufacturers of Philadelphia in fostering the direct trade between our citizens, and we do not hesitate in announcing to our guests that we of Chicago are entirely

competent to feed the world and have a large surplus left.

Mr. WRIGHT stated that Chicago had had the pleasure of entertaining several delegations, but had hardly thought to have experienced the honor of receiving a representation of Philadelphia merchants. He alluded briefly to the past and present of Chicago, and the future advantages to accrue to Chicago and Philadelphia from the new Pennsylvania route, and finished by cordially welcoming us to the freedom of 'Change.

Mr. BUDD, of Philadelphia, thanked the Board for their hearty greeting, and the last speaker for his high enconiums upon Philadelphia. He said that the newspapers which know everything, had truly said, we were uniting business and pleasure in our visit. He was gratified to state that they had been received everywhere with a cordial welcome, but the Philadelphians would cherish in their recollections, most gratefully of all, the hospitalities and welcome of Chicago.

After some very appropriate remarks by Mr. MUNN, which elicited loud applause, the Board adjourned for business, and we mingled freely in the crowd, comparing notes and exchanging views and opinions on business matters.

Mayor WENTWORTH waited upon us last evening, welcoming us to Chicago. The interview took place in the parlors of the Tremont House, Mr. H. H. HOUSTON introducing his fellow-members of the Philadelphia Board of Trade.

Grain Elevators.

After the reception and conversation in the trade rooms, we were taken to the large grain elevators. The principal of these operations is conducted by the firm of STURGES, BUCKINGHAM & Co., consisting of two immense buildings, reminding one of the ship houses in our Navy Yard. The capacity of both buildings is over 1,500,000 bushels. There are over 152 bins, holding from 2000 to 6000 bushels each. These bins are 75 feet deep. The mode of conducting business is, when grain is received from boats or cars to give a receipt, which is sold on 'Change, and at the shortest possible notice the proper loading is made in the desired transport. It is said that 22,000 bushels were shipped on one vessel in one hour. The labor-saving arrangement was admirable, and but ½c. per bushel is charged. It is well known that the grain trade is the main glory of Chicago. The estimate of intelligent gentlemen for this year is, that 4,000,000 of bushels of all kinds of grain will be shipped—averaging, for wheat, rye, corn, &c., 60 cents per bushel, making $24,000,000. It is certain that grain is now moving beyond the capacity of the railroads, some of which have positively refused to receive more at present.

In reference to the amazing fertility of the soil of Southern Illinois, we were shown stalks of corn brought thence eighteen feet high, and having several ears. One bunch purported to be eleven large ears from a single seed, which was increased six thousand fold. Pumpkins were shown one hundred and ninety pounds in weight, and the most astonishing product of all was the exhibition of twenty-one pumpkins, in all weighing nine hundred and seventy-six pounds, grown from a single seed.

It would be impossible to express the pleasure derived by the party from the hospitality and kindly feeling with which one and all are treated. Mayor WENTWORTH, commonly called "Long JOHN WENTWORTH," made a welcoming speech. The newspapers are overflowing with courtesy, and the citizens apparently delighted at the inauguration of a new era linking Philadelphia to their own young Northwestern metropolis. It would have been pleasant to have remained here longer, but on account of a pressing but most gracious and voluntary invitation from Milwaukie, we leave to-night to return on Monday next, and thence proceed according to programme, unless tempted again to diverge, which would not be surprising, as invitations are pouring in from all railroads and many towns.

LETTER IV.

COMPLMENTARY DINNER AT CHICAGO—GREATNESS OF THE WEST—OBJECTS OF THE EXCURSION GAINED—ATTENTION OF RESIDENTS—STATISTICS OF GRAIN, BEEF, &c.

ON CHICAGO, BURLINGTON & QUINCY R. R.
October 22d, 1860.

Last night, on our return from Milwaukie, we were, without the slightest previous notice, invited to a grand complimentary dinner at the Tremont House, and there was no saying nay to the hospitality already prepared. The occasion was memorable for the completeness and elegance of all its details. Plates were laid for two hundred and fifty guests. The President of the Chicago Board of Trade, IRA Y. MUNN, presided, supported by HENRY BUDD, Esq., of Philadelphia; Hon. LYMAN TRUMBULL, and several well known members of the Chicago Board of Trade.

Among the guests of the evening were the larger share of Philadelphia visitors, as also Hon. D. K. CARTTER, of Ohio; Hon. E. B. SCHNABEL, of Pa.; Hon. LYMAN TRUMBULL, the Mayor of Chicago, and Hon. Mayor SENTER, of Cleveland. The press were represented by several members of the Chicago city press; by Messrs. BENEDICT, of the Cleveland *Herald*, and the Philadelphia members.

After the more substantial part of the repast

the subsequent and closing features of the evening were introduced by J. C. WRIGHT, Esq., who read the following regular toasts:—

1. *Our Guests*—Welcome.

Responded to by GARRICK MALLERY, Jr.

2. *The Philadelphia Board of Trade.*—The corporative representive of commerce, wealth and progress of the Keystone State, and of the integrity of the merchants of Philadelphia.

Responded to by HENRY BUDD, of Pa.

The "City of Chicago" was responded to by Mayor WENTWORTH.

The "*Board of Trade of the Queen City of the Northwest,*" was responded to by Mr. WRIGHT, of Chicago.

3. *The Keystone State.*—The keystone of the arch. Her history is the common property of our country. Her pages are not more adorned by her merchants, her manufacturers, her statesmen, her scholars and her heroes, than by the patriotism and integrity of her sons.

Responded to by E B. SCHNABEL, of Penna.

4. *The City of Brotherly Love.*—Chicago greets her as an older sister, and bids her welcome to the family circle of the great West.

Responded to by Prof. BOOTH.

5. *Manufactors.*—The source of wealth and happiness to any nation or people. Philadelphia brilliantly illustrates this practical truth. May Chicago follow her example.

Responded to by Mr. DEVINE, of Philada.

6. *The Merchants of Philadelphia.*—While they propose to make friends of us, though not *Quakers*, Chicago proposes to meet them half way and to their profit.

Responded to by Mr. THOMAS.

7. *The Pennsylvania Central.*—One of the best lines of the country, sure to "make time" and money on our corn and your manufactures.

Responded to by Mr. HOUSTON.

8. *The Press.*—The motive power of civilization—whilst FRANKLIN drew lightning from the clouds, he found the thunder in the Press.

Responded to by Mr. WM. H. CRUMP,

8. *The Ladies.*—Though absent, not forgotton.

Responded to by Mr. BENEDICT, of the Cleveland *Herald.*

The responses were not of a set character, but very happily chimed in with the spirit of the occasion, and the pleasure afforded by the banquet was very great, though tempered with discretion. A grand serenade followed; and, in every circumstance, we seem surrounded with the polish of the older East.

The Greatness of the West.

We have finally bidden adieu to the Queen of the Northwest, and are on our way to Quincy, 268 miles, to arrive at 10 to-night, D. V. The impression made by Chicago upon our party was of the most astounding character. However we may believe statistics of exports and imports, and maps showing the vast tonnage on lakes, rivers and railways, with stories of the growth of cities, mushroom-like in rapidity, but firmly rooted as secular oaks in their vigorous prosperity, it is impossible to realizo aught of all this without actual inspection. I am reminded of the fruitless task of the slave, who repeated to PHILIP, of Macedon, in his hours of triumph, that he was but a man, and there was something on which he was dependant, when I reflect how Philadelphians, in their comfortable prosperity, have disregarded such expressions as those of the Senator from Massachusetts, thundering the fact that this region is soon to be the centre of population and of power. We have looked at this as a dream of the dim and possible future, not an imminent fact, on which our own advance at this moment is depending.

Objects of the Excursion.

A very great point has, however, been gained by the present excursion. The feeling of Western men was well portrayed by Mayor WENTWORTH in his speech last night, saying that while New York, Boston and Baltimore had, long since, stretched out their arms eagerly to them, they had been waiting patiently until the "Quakers should wake up;" and now they were satisfied that in the late recognition of their importance by Philadelphia, there was fixed the cap-stone of their triumph, and the guarantee of future success. The people here are perfectly ready to trade with us, and see our advantages over other cities in many respects and it has only been the supineness of our merchants and manufacturers, with the persistent efforts of our rivals, that has hitherto misdirected them. The whole country is flooded with New York merchants and their runners. During the week before our arrival in Milwaukie, over *one hundred* agents of New York were besieging the place, while there was not a single Philadelphian on hand. The sentiment in our favor can be easily fostered, as I have heard many business men state that no one dealt with New York without being somehow cheated in the end, while they regard the probity of our citizens as above suspicion.

Attention of Residents.

Under these circumstances the welcome given our party has been of the most enthusiastic character. Every sacrifice of time and convenience has been made by our new friends to show us each object of interest, from the immense grain elevators to the Jack-the-Giant-Killer vegetable products, and from their celebrated Wigwam to their model gymnasium. This has not been only produced by considerations of interest, but by evident native courtesy and kindness. Indeed,

the refinement and elegance prevailing, is, as our New York friends would say, absolutely "metropolitan," and most surprising in a new country where we might expect that the serious and momentous task of turning, as by magic, a wilderness into the granary of a nation, and of covering with busy streets the scarce-effaced track of the buffalo and the red man, would have excused much attention to æsthetics.

Statistics of Grain, Beef, &c.

Through the kindness of Mr. SETH CATHLIN, Secretary of the Board of Trade, I am enabled to give accurate information about the Chicago grain trade and crop of the Northwest in 1860.

The crop of most of the cereals in those sections of country tributary to Chicago has been astonishingly large this present season. The small grains have been secured in good condition. Corn is out of danger from injury by frost, and nothing can now prevent the gathering of an unprecedented crop. From the known increased area of land tilled, and a comparison of the average yield per acre in this with past years, we can estimate the aggregate bushels of grain, to be marketed in Chicago from the crop of 1860, at not less than forty millions of bushels.

To give an idea of the increase in this branch of trade, and the magnitude it has now assumed, we present the following tables of receipts and shipments the last six years, and for the present year to the 20th of October; also, a table showing receipts of wheat and corn from the different crops.

RECEIPTS

YEARS.	*Flour, bbls.*	*Wheat, busn.*	*Corn, bush.*	*Oats, bush.*	*Rye, bush.*	*Bar'y bush.*
1854....	234,575	3,038,995	7,430,753	4,494,385	85,191	261,764
1855....	320 312	7,535 097	8,532 377	2,947 188	68,466	201,895
1856....	410,989	8,767 760	11,888,398	2,219,987	45 707	128,457
1857....	489,934	10,554,761	7,409,000	1,797,240	87,711	129,689
1858....	662,540	9,639,614	8,252,641	4,883 5 7	71,012	413,822
1859....	726,321	8,060,766	5,401,870	1,757,696	231,514	652,696
To O. 20						
1860....	433,912	11,527 092	14,652,736	1,294 112	237.558	937,777

SHIPMENTS.

	Flour, bbls.	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Rye, bush.*	*Bar'y bush.*
1854....	111,627	2.306,925	6 626.054	3,229,987	....	147,811
1855....	163,419	6,298,155	7,517 625	1,888,558	....	92,011
1856....	216,389	8,364,420	11,129 668	1,014 637	....	19,051
1857....	259,648	9,846,052	6,814,615	506,778	....	17,993
1858....	470,402	8,858,257	7 726,194	1,519,069	7,569	132,020
1859....	686,351	7,166 698	4,349,360	1,185,103	134,404	486,218
ToOct20						
1860	466,506	9,708,680	13,063,461	623,642	101,940	104,897

The receipts from the last six crops of wheat and corn, at Chicago, reckoning from the first of August each year for wheat, and from the first of November each year for corn, were as follows:—

YEAR	*Wheat, bushels.*	*Corn, bushels.*	YEAR	*Wheat, bushels.*	*Corn, bushels.*
1854	2 539,476	9,050,817	1857	14,085 173	7,898,621
1855	8,383,574	11,721,911	1858	5,404,596	4,764,988
1856	8,935 408	7,593,716	1859	9,139,306	15,582,748
Estim'd receipts from crop of 1860				16 000,000	20 000,000

NOTE.—Month of October, 1860, estimated

The entire estimated receipts may be summed up as follows:—

Wheat	16,000,000
Corn	20,000,000
Other grains	4,000,000
	40,000,000

The admirable arrangements existing for transacting the enormous business produced by the grain trade is nowhere excelled—possessing, as the citizens of Chicago do, facilities for storing upwards of four millions of bushels, for receiving 545,000 bushels, and for shipping 1,185 000 bushels daily, which facilities are being greatly increased.

As it is an important matter to understand the manner of handling the grain, and what assurances purchasers have of getting what they purchase, I will explain it. The inspection rules require, that all grain arriving shall be inspected according to samples kept in the Board of Trade, and each variety and grade of grain is put in separate bins by warehousemen. For this a warehouse receipt is issued, giving kind and grade. The purchasers can have the grain inspected out when shipped by the same inspector who inspects before it goes into store, or by whom he chooses, and the warehouseman is responsible for the grade.

Besides the grain trade, which stands pre-eminent over all other, and the lumber business, in which Chicago has no rival, receiving, as is the case yearly, more than 300,000,000 feet; also the trade in grass seeds, which are everywhere famous for their quality and quantity; her trade in many other products of the soil is already large and rapidly increasing. More beef is packed yearly in Chicago than in any other inland city in the United States, and the number of hogs cut is only exceeded by Cincinnati.

Below may be seen the number of hogs and cattle received in Chicago for a series of years, and for the present year to 20th October:—

1858		1859		1860 *to Oct.* 20.	
Cattle, Number	*Hogs, Number.*	*Cattle, Number.*	*Hogss. Number.*	*Cattle. Number.*	*Hogs. Number.*
140,534	540,486	111 694	271,204	111,598	176,688

It is estimated that the exports of flour, grain, live stock and provisions, during the present and past two months, will exceed fifteen millions of dollars.

We are now traversing a wonderfully beautiful and fertile region of cultivated prairie, to describe which I need only repeat the naive expression of one of our party—that he had come out to see the West and considered himself imposed upon, as he was all the while in our own Lancaster county. We stop every few miles at thriving

towns, and there is so much to see that it is impossible to find time for description. When there is another opportunity to write, I will send some interesting details of the Milwaukie trip, and important statistics regarding the grain region of Wisconsin. All the party are well and full of energy, which is a blessed fact—as before we conclude our journey we will have measured over three thousand miles of travel, besides undergoing an indefinite amount of work at each stopping place.

LETTER V.

THE PARTY AT MILWAUKIE—WELCOME AT THE CHAMBER OF COMMERCE—A VIEW OF MILWAUKIE—THE INDEBTEDNESS OF WISCONSIN—HEAVY CROPS—THE COMMERCE OF THE LAKES, ETC.

The excursion of our party to Milwaukie, although not on our programme, was contemplated before leaving home. As this fact was not known to some of the party, the pleasure in which case was increased, this being one of the most delightful and important points we shall visit.

Additions to the Party.

We started from Chicago at 9 P. M., by a special train, kindly furnished by Col. BALDWIN, the very estimable gentleman who has charge of the C. and M. Railroad, and were accompanied by Mayor SENTER and Mr. GEO. A. BENEDICT, of Cleveland, who apparently thought us not such bad acquaintances, as they were not yet tired of our company. Certain it is, that they and Mr. Boss, of Chicago, who also joined us, were great additions to the life and pleasure of the trip. At Kenosha, Messrs. W. H. BARCLAY and SAMUEL D. HOOKER, acting as a special committee of the Milwaukie Chamber of Commerce, were in waiting to escort us to their city, where we arrived at about two o'clock at night, and were instantly quartered in the magnificent Newhall House, all arrangements having been beforehand perfected. The next day was spent by the members of our delegation in going to church or to their own devices, as the case might be, though no more than Sabbath, day strolls through the beautiful environs sullied our characters for propriety.

Welcome by the Chamber of Commerce.

On Monday morning we were conducted in procession to the very convenient Chamber of Commerce, and there welcomed by the President, Mayor HILL, in a kindly address, which was responded to by Mr. BUDD, the success of whose previous efforts in representing his confrères of the Board of Trade, well entitled him to the honor. On this occasion his remarks were more extended than before, embracing satements about the relations of Philadelphia to the Northwest. These were evidently well received by our entertainers. His Honor, Mayor LYNDE, of Milwaukie, then eloquently extended the hospitality of the corporation and citizens, and was answered by Mr. SAMUEL E. STOKES in his peculiarly happy style. Afterwards all hands went to work to see everything, under the guidance of the Milwaukie gentlemen, who seemed to think no trouble sufficient to promote our pleasure.

A View of Milwaukie.

The city, called both the Fair White City and the City of Bricks, from the plenty and peculiar beauty of that building material here, is laid out upon the high bluffs of Lake Michigan and the picturesque slopes of the Milwaukie river, thus showing advantages of location almost unrivalled. The harbor is semi-circular, six miles from point to point, with a depth of two-and-a-half miles. In addition to the natural harbor formed by the mouth of the river, the city has constructed a straight cut across the neck of land to the lake shore, two hundred and sixty feet wide, protected by substantial piers, and costing $100,000. It is stated that this artificial cut is never obstructed with ice. The population is about 50,000, though the first born was of age only this year, and is most thriving and busy. The private residences, which are on the New England plan, of separation with embosoming shrubbery, would do credit to our School-house lane or Chesnut Hill.—The stores are of excellent proportions, and certainly have but few superiors anywhere. The masons are busily engaged on new buildings and blocks, some of which are to have iron fronts, and everything looks like life at a high degree of pressure—not much as the reports have lately had it, that Wisconsin and Milwaukie are dead and gone.

The Indebtedness of Wisconsin.

As there has been a great deal of misapprehension about the character of the debts of this section of the country, and its disposition and ability to pay them, it becomes an important matter to explain it. The chief trouble is about the farm mortgages, as they are called. These were obtained from the farmers along the line of the railroads, instead of cash, which they did not have, to build the roads that have made the State. All would have gone on well, but in the land fever raging a few years since, the managers acted always imprudently, and often fraudulently; so the stock went into nothingness, and the poor farmers were called on to pay at just the time when the

fall of everything, accompanied with bad crops, made it impossible. Some of them were persuaded by petdfogging lawyers to try the question in the Supreme Court—and it is an honor to the sentiment of the people that the Judges elected by them have decided unanimously, a short time ago, that good faith must be preserved, and the mortgages paid or foreclosed. This judgment meets with almost universal approval, as is shown by the State press, but now three papers out of one hundred and fifty objecting to it. There were $4,000,000 of these mortgages issued, chiefly held in the Eastern States. The holders bought at a discount, and now manifest a disposition to take what they gave, to which the farmers agree. They are now daily making part payments and giving new mortgages for the balance. About $1,000,000 has been already compromised. It may be relied upon that there is now, at least, no sentiment in favor of repudiation.

The city of Milwaukie guarantied bonds for railroad purposes to the amount of $1,500,000, the coupons of most of which are now nnpaid. This is a flea-bite for the population to pro ide for, after the assets of the companies shall have been reached; and I am assured by several heavy taxpayers that the citizens would now readily agree to be assessed for the interest, but that they fear the misappropriation of the money by Councils, who are now a rather bad lot, elected through the large foreign element. They know that they can and must pay up, and only wait until it can safely reach the creditors. Other towns have loaned their credit to about the same sum, making $3,000,000 in all of this description.

The debt of the State is but $100,000, limited to that sum by the Constitution. This is all owned in the State itself, with the bonds at a high premium. It is estimated by careful gentlemen here, that the amount of overdue debts to the East, of a mercantile nature, are not more than $3,000,000. Altogether, the indebtedness of Wisconsin is less, in proportion to her population, territory and wealth, than any other State which has gone largely into internal improvements. She has eight hundred thousand inhabitants and sixty thousand square miles. Now let us estimate her resources.

The Prospects of Wisconsin.

Even under the hard times of 1857, but twenty-two merchants of Milwaukie went to protest out of six hundred and fifty, and the amount was only $400,000. No man lost money by any Wisconsin bank; those that stopped paid in full. In seven years the shipment for wheat alone was from 1,500,000 bushels to 7,500,000 in 1859. This year, calculating from the first of August, when the season begins, Milwaukie will ship 12,000,000 bnshels. There have been now bnt about two months receipts since the harvest was well in, and the shipments of wheat alone haye been already 4,000,000 bushels. During the month and a half more of navigation, there will be shipped at least 3,000,000 more. This is now sent, two-thirds to Buffalo, and one-third to Oswego. On the completion of our Sunbury and Erie Railroad, we may expect a large amount to be diverted in our direction. The wheat is always shipped by lake as long as navigation lasts; then milled and sent as flour by railroad—though this season there will be more left than can be milled here.

It is often said that Buffalo is the great grain-handling city of the Union; but, in fact, it merely passes through, or is transhipped there. The profit in the business here and at Chicago is very different. Grain is bought in the country by small dealers, brought here, stored, insured, commission paid, sold by eargo and shipped direct—the whole matter being done at these lake points.—Since the harvest, this city has received 100,000 to 125,000 bushels per day.

Heavy Crops.

What is the actual erop of 1860? It is thus computed:—There are about one million acres in actual cultivation in the State of Wisconsin. From the reports from all sections to the State Agricultural Society, it has averaged twenty-eight bushels of wheat to the acre. Vast numbers of farmers have raised from thirty to seventy-two bushels to the acre; for, though there is but one instanee of the latter almost fabulous yield, there are hundreds that prodnced thirty, forty and even fifty. Counting all, including the worst sections, the average is about twenty-eight bushels to each of the one million acres, which makes the yield in the State twenty-eight millions, which eqnals thirty-six bushels to every man, woman and child in the State—more than two hnndred to every voter. This is almost beyond credenee, when compared with other localities. The ordinary yield of wheat in England is six and a half bushels to each inhabitant. In the United States in 1850, it was five bushels. In Ohio, once considered the great grain State, it is ten bnshels and seven bushels per acre. The yield this year, in the whole United States, is estimated at six and a half bushels per inhabitant.

The yield in the States of Illinois and Minnesota is nearly as wonderful as that of Wisconsin, and Iowa not far behind, being much above the average. Illinois raises as much wheat as Wisconsin, and having twice as many inhabitants, yields besides twice as much corn as wheat. The average yield of the latter, is this year about twenty bush-

els per acre, though in the northern part of the State—that above the parallel of Chicago, and lapped by the Galena and Northwestern Railroad—has raised twenty-five bushels per acre.

The Lumber Trade.

In addition to the wheat crop, Wisconsin is peculiarly rich in lumber. Its pineries produce, according to the various seasons, from 300,000,000 to 500,000,000 feet annually, or about 400,000,000 at a scale of $6, at the shipping point. Milwaukie also packs 15,000 barrels of beef and 50,000 barrels of pork. Altogether, the combined estimate of the wheat, flour, other grains, provisions and lumber of this year is, that there will be for Wisconsin at least $25,000,000 of surplus production.

The Commerce of the Lakes.

The commerce of the Lakes, of which Michigan is the head, is an evidence of the condition of the American Mediterranean countries. The traffic amounts to $600,000,000 annually—more than the exports and imports of the whole United States. The tonnage of the lakes, steam and sail, is 500,000 tons. The present crop, however, will take this whole tonnage, from now to the next crop, to transport it. Freights have, therefore, gone up to unprecedented prices. The old freight from Milwaukie or Chicago to Buffalo, was low at five cents, high at ten, but this year began at ten, and is now at twenty cents. Vessels that last spring sold for $6000, have been resold this fall for $12,000, and are chartered ahead sufficient to pay for themselves in twelve months.

There is, of course, great speculation in this branch, because ships are not to be built the moment they are wanted. There is an increase in the value of lake vessels since 1859 of $5,000,000. Every slip in Milwaukie proper for ship building is engaged, and there will be at least 50,000 tons added to the vessels of the lakes before next season.

All these facts show the tremendous impulse given to the country by the present crop, which has seemed like the interposition of Providence to place the region out of danger. Farmers are growing rich, paying their debts and buying from the local merchants, who get their goods from the East, and, to a very insignificant degree, from Europe. I have inquired into the matter carefully, and am satisfied that, with the exception of crockery, some iron and sundry small matters, there are no direct importations of consequence. Now is the time for Philadelphia.

I have written so much, that I cannot add to my letter what I would wish to express—the thanks of the party for the unusual attention and kindness of Messrs. Rice & Andrews, of the admirable Newhall House. Among the citizens, besides the hearty good will of Mayor Lynde, we have especially to remember Messrs. Bornell, Stoutweather, Dr. Weeks and Mr. Davis. The cheers on our departure were stentorian, but our hearts were heavy at parting with such sterling good fellows, even though so lately met.

LETTER VI.

ILLINOIS AND MISSOURI—COURTESY OF THE WESTERN PEOPLE—DROUTH IN MISSOURI—A SOCIAL PARTY—HOTEL LIFE AT ST. JOSEPH, MISSOURI—THE VERITABLE OLDEST INHABITANTS—THE OVERLAND PONY EXPRESS—THE PARTY IN KANSAS—AT ATCHISON—OUT HUNTING.

On North Missouri Railroad,
October 26, 1860.

Finding, by experience, that in the haste of writing "between half hours," and with scarce a chance to be in a position more conducive to calmness than that of standing on one leg, owing to the hurry-skurry of sight-seeing, I have been very remiss in expressions of gratitude, I begin by acknowledging the kindness and attention shown to our party. This should have been done before.—We have never been without the care and courtesy of Western friends, who, besides all their trouble at stopping points, have accompanied us on our journeys between them. Col. C. G. Hammond and Mr. John Van Nouthwick, who were an escort from Chicago to Quincy; Major N. B. Denham, Joseph B. Gilpin and Col. Mills, guard of honor from Quincy to Palmyra; and Capt Cuthe and H. C. Goodell, from Palmyra to St. Joseph—are deserving of special thanks. From Mr. A. J. Aikens, of Milwaukie, Wisconsin, I am indebted for much valuable information about the Northwest. From the various railroad officials many courtesies have been received—double allowance of special cars always on hand, and special trains, if required, to suit our convenience.

Illinois and Missouri.

In the transit through Illinois and Missouri as great pleasure was experienced as often falls to mortal lot. The former State exhibited miraculous richness in its fields of sometimes five hundred to a thousand acres of corn, and ever-changing rolls of prairie, as if the waves of the ocean, with their most gentle swell magically preserved, had been transformed into a boundless garden. Here and there thriving villages, with intersecting roads, such as drive our owners of fast teams almost into "playing horse" themselves, attest the thrift of the population. In Missouri there was more wood-land, gorgeous with all the brilliant tints of autumn, interspersed with the relief of evergreens.

Drouth in Missouri.

In Missouri we began to perceive symptoms of the great drouth that culminates in our reaching Kansas. In some part of this region no rain has fallen since June, 1860, except one shower last month, and the dusty condition of things may be imagined. The crop here is seriously affected in all products but that of corn, which, also, is far below the average. The extent of the drouth was sadly evident when we saw water trains on the railway, actually transporting the necessary fluid for miles, that their engines might be supplied at points where the boilers would be exhausted.—More hogs and beef will be sent to market than usual, on account of the difficulty of feeding them.

A Social Party.

It is queer as well as pleasant to observe how our party is by this time shaken together, and an exceedingly good party it is in sociability as well as "solidity," fun and humor ever reigning when business or work is not on hand. When in our travels night comes on to hide the scene, or when rain makes looking out of the windows conducive to the blues, those gentlemen who have been discovered to possess musical abilities, are required to form a band, and "Old Uncle Ned," "Ever of Thee," "Roll on Silver Moon," &c., are chorussed by eminent merchants, with an energy showing that lively blood courses is their veins, notwithstanding the sedative tendencies of Market, Front and Third streets, and that the weight of their bank books does not oppress their spirits. Also, we have mock political speeches—one excursionist, with commendable impartiality, having advocated successively the claims of DOUGLAS, LINCOLN, BELL and BRECKINRIDGE. But there never were so many men together, near an election, who said less about political parties—apart from the burlesques aforesaid. Every incident promotes amusement.

On Thursday, when stopping to wood near St. Joseph, a live specimen was caught in the shape of a countryman, who would have been a treasure to BARNUM. He was not only a curiosity in height, measuring 6 feet 8½ inches, but was chiefly illustrious by reason of his legs, the said members splitting to such an extent that he actually kicked his toes up in the air seven feet and four inches with the greatest ease, the measurement of the altitude attained by the brogan being made by a tape-line. But among the curiosities must not be omitted the "Brookfield Hotel," an unpretending railway dining house, half way between Quincy and St. Joseph, which we entered, dreading the usual detestables of such places, known to travelers as furnishing ham that might be veal, mutton that would make good sole leather, &c., but lo and behold! a table spread not only with all kinds of game, venison in several shapes, wild turkey, prairie hens, wild ducks and the like, but also the chicken pie, roast beef and flakey pastry of Eastern life, besides the rich jelly cake, which brought the water not only to my mouth, but to my eyes, reminding me so touchingly of Philadelphia sweethearts and domestic tea parties. But still more is Mr. DENNIS, the proprietor, remarkable as a generous, moral instructor, than as a caterer; for, in a printed notice, he informed the guests that there was "plenty of [illegible] and besought them to "eat their dinners li[illegible]ristians." Apostle of table decencies! why, oh why don't you travel towards the rising sun?

Hotel Life at St. Joseph.

At St. Joseph, where we arrived on Thursday evening, all greenhorns were again overcome by the size, elegance, and comfort of the hotels; the Patee and Loundsbury Houses being rivals. At the latter a handsome complimentary supper was given last night, by the citizens, to our party, which in the appearance of the "spread" would do honor to our most fashionable head waiters.

St. Joseph, Missouri.

The city has about 13,000 inhabitants, exhibits two woolen factories and sundry flour mills, but is not important in manufactures; being, however, the great distributing point for the far Northwest,—starting out emigrants and their stores for the mines and every place else beyond this point, considered by Old World fossils the Eastern boundary of nowhere. Just now, however, owing to the scarcity produced by the drouth, or rather the fear of scarcity next winter, as it hardly exists yet, there is rather a return wave, and business is rather dull.

In ordinary times, this is a natural and important outlet for Philadelphia; and it is a pleasure to say, that some of our most eminent firms have attended to it. Our hardware, dry goods, &c., are there already, and the omnipresent chandeliers and gas fittings of CORNELIUS & BAKER attest Philadelphia enterprise. The exports to the East are but small, consisting wholly of hemp and hides, all provisions produced being required by the general influx of feeders; and, indeed, there is now much importing in this department from Eastern Missouri and Illinois. The marketing, however, seems very cheap to us on seaboard, for even now fat chickens are sold for $1·40 per dozen; sirloin and standing ribs of excellent beef at six cents per pound, and the rest three cents; potatoes, however, are remarkably high compared with Chicago; in the latter place these tubers are 18 to 20 cents per bushel, here 60 to 65 cents.

The Veritable Oldest Inhabitant.

I had the pleasure of seeing the two oldest inhabitants, Messrs. ROUBIDOUX and SAXON, who, in 1843, occupied the two log houses then forming the settlement called Blacksnake Hill, and the land being yet in the possession of the general Government. The canonical title of the city was not prompted by piety, but by a humorous notion of Mr. SAXON, who changed the name from its former snakiness to the Christian appellation of Monsieur BOUBIDOUX, the first settler of all. The tow doubled in five years, and a vast amount in in the rise of lands. One gentleman bought a section some six years ago for $10 per acre, and has sold part of it since at the rate of $3000 per acre. He is now rich enough to have built the largest hotel, costing $170,000, and have plenty of capital to spare, though he was a poor man so recently. The present Mayor, Mr. A. BEATTIE, welcomed the party to the city.

The Overland Pony Express.

This, as is well known, is the strarting point of the Overland Pony Express to San Francisco, and the arrival and departure of the same is a most interesting and spirited sight, which we were so fortunate as to enjoy. Yestermorn, up from the stable, at full speed, came a youth in funny cap, red shirt, leggings, revolvers, bowie-knife and wooden stirrups, on a demipique saddle and a smart sorrel mare. He in the red shirt runs to the office, while two attendants hold the lively sorrel by the head—then, in half a minute, the saddle-bags and the rider are in place. Bang! goes the cannon; hurrah! goes the crowd; whiz! goes the sorrel, switching her tail, and is out of sight before you can mention the name of Mr. John Robinson. But, as we turn to go in, back again comes the same red shirt, but not the same mare. The eastern relay rider is ahead of his time—has met the one outward bound; they have exchanged steeds and saddle-bags, and our friend has no ride this time.

The Party in Kansas.

The party was somewhat divided yesterday; some confined themselves to business in the town, being satisfied with crossing the muddy white Missouri in a ferry boat, to say that they had been in Kansas; others more enterprising, went by rail twenty miles down to Atchison, K. T., to see the place, and hunt, if they could, or up to Belmont, per steamboat, to do ditto; and, besides, see the rolling prairie, stretching off to Nebraska, north, which territory is in sight from a high point in the vicinage, and the same prairie to the west, with the Salt Lake City trail showing through it, and the teams plodding along.

At Atchison.

The Atchison party saw a very noted place for the past and destined to be more important in the future. The Mayor, Mr. G. W. FAIRCHILD, WM. MARTIN, editor of the *Champion*, and other citizens, welcomed and escorted the visitors with much courtesy. The situation of the city is excellent; the curvo of the Missouri river taking it near sixteen miles west of St. Joseph, and making it about the centre of Northern Kansas. The population is about 3500—a little depressed just now in consequence of the return of emigrants; but it is expected that the reflux of its own citizens from Pike's Peak will more than replace the loss. There are said to be more permanent buildings here than at Leavenworth City, though the population of the latter is about 8000. From a comparison of the railway schemes and apparent progress of trade, I think this will be ono of the chief places in the region. Already acres of wagons are to be seen waiting between trips to the real far West.

An introduction and conversation with General STRINGFELLOW, the famous border ruffian of the Kansas question, as depicted in the press of the East, was one of the most pleasing features of the trip. From ideas conveyed by the reporters of the old troubles, I had formed a woeful picture of the General, which was a cross between the remorseless bandit of an itinerant circus and the fee-fo-fum giant of fairy tale, who cried aloud to have the bones of casual Saxons ground into the staff of life; but, to my amazement, the great notoriety looked just like an intelligent, well-to-do, plump and easy-going farmer, and is one of the best informed and most affable gentlemen I ever had the pleasure of meeting. He is, at this moment, deeply engaged in preparing, according to the requests of a Territorial Convention, a statement for Congress in relation to the railway system of Kansas and the Pacific. The population of Kansas is now 115 000.

Out Hunting.

I am happy to say, for the credit of our party, that besides viewing and talking, there has been some execution done, as sundry prairie—beg pardon *Parayry* (as the natives pronounce the word) chicken, as well as plover and ducks, have met their doom from our sportsmen. It is also a well verified fact that a young buffalo was killed and cut up in this neighborhood yesterday, though there are historic doubts as to the manner how he came so near the settlements and got into the possession of his final owners and eaters.

Hemp Culture in Kansas.

One matter about Kansas is worth noting. The culture of hemp is here the most profitable, and it is almost impossible for white men to cut and

harvest it, not because of the heat, for Atchison is but a few miles south of the parallel of Philadelphia, but on account of the offensiveness of the task. This made slave labor appear so profitable and occasioned much of the exertion to introduce the institution. Now, however, machinery is applied, and the object of slave labor has chiefly ceased. The timber around here is good for nothing, being chiefly cotton-wood.—It was agreeable to meet, as pilot of the steamboat, an old Philadelphian, who seemed, however, perfectly familiar with the queer fancies the great Missouri takes to change its course at short notice, cutting away on one bank and depositing on the other, without respect to surveys.

The Northern Missouri Railroad.

We left the Missouri river and St Joseph at six this morning, returning on our track as far as Hudson, then took the Northern Missouri Railroad, traversing a country evidently most fertile in other seasons, but particularly dry in this one. Some of the prairies are even more extensive than those in Illinois, and are more rolling. Large herds of cattle were feeding wherever water was accessible.

The citizens of St. Louis have made every preparation to receive us, as appears by the newspapers.

Mr. HUGH CAMPBELL, one of the most prominent of the wealthy merchants here, and formerly a resident of Philadelphia, where he is well remembered, met the party some fifty miles from St. Louis, with his committee, and we were escorted by these gentlemen, in fourteen carriages, to the Planters' House. I will mail this at St. Louis. It is probable that the party will proceed to Louisville, diverging again from the programme on account of pressing reasons, though it is not yet certain that the time of arrival at Philadelphia, fixed at November 3d, will be extended.

LETTER VII.

ARRIVAL AT ST. LOUIS—CHAMBER OF COMMERCE—MERCANTILE LIBRARY—BIRD'S EYE VIEW OF THE CITY—WESTERN ACADEMY OF ART—BUSINESS—PAID FIRE DEPARTMENT—VISIT TO THE IRON MOUNTAIN—DEPARTURE.

ON OHIO AND MISSISSIPPI RAILROAD, Oct. 29, 1860.

We arrived at St. Louis about 10 P. M., under the kind escort of the committee appointed for that purpose, and were driven in easy carriages the somewhat long ride to the Planters' House, an act of attention more gratifying to our weary bones than to the army of omnibus touters who objurgated the proceedings in terms redolent of billingsgate and mews.

St. Louis Chamber of Commerce.

There is a short history to tell of the first hours in St. Louis, inasmuch as supper and sleep immediately succeeded each other. At 11 on Saturday morning, the party proceeded in a body, with the committee, to the Chamber of Commerce, which is undoubtedly the largest and most elegant apartment dedicated to a similar purpose to be found in America. The spacious hall is furnished with convenient rows of tables, and adorned with paintings and busts; and two ranges of light galleries look down upon the busy scene. But the chief beauty is in the dome-shaped ceiling, which is covered with admirable allegorical paintings, representing the four quarters of the globe, with sea and river gods at the corners. All this was executed by a native artist, and reflects great credit on him and his liberal patrons. Although a large crowd was collected at the Exchange, enlivened by the presence of ladies in the galleries, there were no speeches—the business men rightly devoting the valuable moments to introductions and conversations. At 12, Mr. D. A. JANUARY, the President of the Board of Trade, requested the various sub-committees to take in charge those gentlemen particularly assigned to them on account of their representing like business interests, and notified them of the invitations from the Mercantile Library Association and other bodies. The Library building was first visited.

St. Louis Library.

The library and reading room is one of the most perfect I have ever seen. Besides every requisite for comfort, there is an accumulation of objects of art, astonishing us again by the attention paid throughout the West to the beautiful. Two of Miss HOSMER'S exquisite statues, the Beatrice Cenci and Œnone, show the pride her townsmen, (for they claim her as a constructive resident,) take in her genius. There are also many groups, busts, and also oil paintings of great merit around the room and upon the walls. But the most striking sight of all is a slab from the ruins of Nineveh, eight feet square and three inches thick. No one can see it in its present locality without dwelling upon the wonderful contrast between the memorial of a decayed prehistoric world and the active enterprise of the young city and infant institution which has secured it, out of but three or four ever brought across the Atlantic. The story to grow out of the West will soon put to shame any legend buried in the old cuneiform characters of the transplanted Assyrian trophy. This impressed me very greatly. When in Kansas, I saw a lot of Kickapoo Indians without much interest; for it was natural that they should be there, and the only wonder was, that there were no more evi-

dences of barbarism; but the lesson of the slab from Nimrod's palace shows clearly the new dispensation, and marks the change of empire as clearly as the miraculous handwriting on the wall.

The number of volumes in the library is 16,156, costing $34,000. The art collection, so far, cost $13,000, but some of its chief ornaments are presents. The building, as it stands, was said to cost $140,000. It contains, besides the reading, Directors' rooms, &c., one large hall, sufficient for most occasions, another much larger, called the Grand Hall, with eighteen hundred seats, and one of the best arranged and neatest public rooms in the country.

Bird's Eye view of the City.

From the roof of the vast building, an excellent view of the city was obtained, from Bloody Island, where the duels are fought, to the large space lately changed from a marsh to thriving city wards. The names of the streets are familiar to Philadelphians, being numerical in the direction of the river, and baptized from trees in the intersecting thoroughfares. A fine opportunity was embraced to observe the Court House, not yet completed, and costing near two millions of dollars, and the Southern and Lindell Hotels, also in process of erection. The latter will, in size, if not in architecture, excel any hotel in the world. It is estimated to require the expenditure of $800,000, and will make our Continental hide its diminished head.

Western Academy of Art, &c.

The next object of interest was the Western Academy of Art, and really I cannot find words to express my gratification at the success of this first attempt. The general effect of the rooms is superior to our Academy of Fine Arts, though the collection is of course much smaller and lacking some of our *chef d'œuvres*. The Indian scenes and buffalo hunts, by Mr. WIMAR, a local artist, was particularly noticeable; also excellent portraits by CONANT. I recognized many old friends from Philadelphia in paintings from the gallery of Mrs. J. W. BROWN, and others once seen at EARLE's and BAILEY's. This most creditable enterprise should meet with hearty encouragement from all friends of art in the country. After examining BELCHER's great sugar refinery, which works off six hundred and fifty hogsheads per diem, and the neighboring shot tower, we were pretty well tired out, but went in the afternoon to the Fair Ground, one of the boasts of the city, which combines the advantages of such institutions as our Point Breeze Park, with permanent stalls for agricultural exhibitions and greater conveniences to spectators. The covered amphitheatre around the inner ring seats sixteen hundred and shelters three thousand persons. The whole grounds are fifty acres and the profits from fairs are so great that it is decided to purchase almost as much more and enlarge the arena correspondingly. In the evening, after attending a German Opera-ballet at the Opera House, which is larger and better adapted for its purposes than any of the old theatres of our city, excluding of course the Academy of Music, we went in acceptance of Mr. HUGH CAMPBELL'S proffered hospitality, to his handsome mansion at the head of Washington avenue. From the quasi public character of this princely entertainment, I take the liberty of alluding to it, which would not be proper in reference to a supper party at a private gentleman's house under ordinary circumstances, and to mention it as most sumptuous and refined, both regarding the table and the company. Among the latter were the most distinguished men of the neighborhood, and Senator CRITTENDEN from a distance.

Sunday at St. Louis.

Sunday at St. Louis is a queer day. Go to church and try to be as good as gold, but you can't help being in the world of work and amusement. The cars run the same as ever, many of the shops are doing a lively business, lager beer and dance houses and in full blast and the theatre getting double receipts; out towards the fields the Germans are having a high old time, and down at the levee steamers are arriving and departing mid all kinds of bustle, and astonishing your weak nerves by screeching Yankee Doodle, Oh Susanna, &c., out of their steam pipes, as if determined to leave no quiet on earth. The effect of these horse power melodies is intensely ludicrous, and with the accompaniment of high jinks from a crowd of boys and men who vary the game of bluff, played in the open street, by casual pistol firing at cats and old tiles, the general absence of sanctity is enough to drive a quiet, moral Philadelphian into fits.

Something about Business.

Turning from this theme and taking a view of the present condition of St. Louis, I do not feel so much inclined to give statistics as I did about other Western cities, simply because just now this place is in an abnormal state of depression. All the merchants cry about hard times, and there is less business done than at any time for years.—This is attributed to the bad crops and the low state of water which prevents navigation—both misfortunes being caused by the prevailing drouth. The hemp crop is the only one good for anything produced in all the region from which St. Louis usually draws her resources. The farmers can't pay their old debts, much less buy new goods

now; so the local merchants are consequently much in the same predicament. The stocks on hand are very light. The hogs and cattle have been driven off in large numbers to Illinois and Indiana, and grain has been imported to Missouri from these States for home use. Yet this exceptional season is an index of the future. St. Louis is so admirably situated on the Mississippi, just below its junction with the Missouri, with so fine and extensive a back district, so many railway facilities now ready or soon to be completed, with mines of iron, lead and coal accessible, that nothing can stop her advance.

The population now is 162,500; the increase during the past twenty years is 1000 per cent, and during the last ten years 105 per cent. The assessment of property is $90,000,000, and during the last year 2500 houses were erected, at an expense of $7,000,000. Since July, 1859, six city railways have been built. These facts do not look like decline. The cost of land and house rents, indeed, are still too much inflated. The appearance of the business portion of the city is much less singularly bran-new than that of Chicago, which is attributed, not only to actual advantage in age, but to the smoke of the bituminous coal from dwelling houses and from fifty foundries, and a number of steam mills which last year turned out about 800,000 barrels of flour. There are not as large a number of tasteful private residences, compared with the population, as I have seen at other points in the West; but there certainly are, among those in the best portions of the city, some of the handsomest houses I have ever noticed. The delicately tinted Joliet stone, a magnesian limestone from Illinois, and another excellent building material from Missouri itself, give great beauty and variety to the streets.

The Fire Department.

In the paid fire department St. Louis is our teacher. The plan has worked admirably. There are seven steam engines, with nine men to each, with one hook and ladder company of eight men, and they do all that is necessary, and do it well and quietly. There are no false alarms, no incendiaries, no firemen's fights, no flooding by needless water; and as a proof of the merit of the organization, the rates of insurance have been lowered one-half since it was started.

Though the highways of the city have not hitherto been in the best condition, now it is hardly fair to mention that fact reproachfully, inasmuch as a couple of contractors are at this moment proceeding to pave forty squares with cellular iron, which will make the best pavement in the world, and deserves all praise. I cannot refrain from also referring, with admiration, to the public school system, which includes a high school and grounds worth $65,000, twenty-five large airy schools worth $111,500, and which seat ten thousand scholars and employ one hundred and sixty-nine teachers. This, for so new a city, is not only admirable, but affords the best guaranty of future prosperity.

Iron Mountain.

One of the greatest curiosities of the State—indeed, almost ranking with Niagara and the Mammoth Cave for unique interest—is the Iron Mountain, which some of our party visited. It is eighty-six miles from St. Louis, reached by a railroad constructed by the owners of the land, or rather metal, but destined to be extended to Memphis. The chief formations are the Iron Mountain proper and the Pilot Knob. The former is a vast mass of specular oxide, its height above the valley being two hundred and twenty-eight feet, and its base covering an area of 500 acres, which gives 230,187,375 tons of ore. But besides the part above the surface, on digging down 150 feet, the ore is found still to continue, and how much deeper is unknown. On the supposition that the size is the same, every foot of descent gives 3,000,000 tons of ore. The shape of this mountain is the upper half of an oblate spheroid. Its ore contains 68 per cent. of pure metal. There are three furnaces at the foot of the mountain, but only one now in operation. Pilot Knob, about three miles from the Iron Mountain, is a metallic hill, ascending conically to nearly a perfect apex. Its height is 581 feet, and it covers an area of 360 acres. The amount above the surface is calculated at 13,972,773 tons. There is no ore on the surface at the base, but about half way up the inclined plane it is blasted and quarried like granite. It is a silicious specular oxide, and contains 54 per cent. of pure metal. The party was vividly impressed with the wondrous extent and value of this great metallic deposit, which would be even more an incalculable mine of wealth than is the case now, if coal were near at hand.—Unfortunately, either the ore must be conveyed to the coal, or vice versa. Special thanks are due to the officers of the Iron Mountain Railroad Company, for attention on the trip, as well as for a game collation.

This morning, at six, we left our St. Louis friends, who have overpowered us with every kindness, and evidently were annoyed at not being able to entertain us to-day with a public dinner. However, time presses; we must go to Louisville, and verily thither are we now going in the most luxurious cars, specially provided for the occasion, it has ever been our lot to see, the Prince of Wales having made a similar state-

ment regarding his own experience, if report saith true.

LETTER VIII.

ARRIVAL AT LOUISVILLE—THE ARTESIAN WELL—GROWTH OF THE CITY—TRADE—PORK AND TOBACCO—BEAUTY OF PRIVATE RESIDENCES—LOUISVILLE HOSPITALITY—ARRIVAL AT LEXINGTON—VISIT TO ASHLAND—PUBLIC DINNER—SPEECHES—FERTILITY OF THE SOIL—THE WORK OF THE PARTY AND ITS RESULTS.

ON THE CARS NEAR CINCINNATI, October 31st, 1860.

Arrival at Louisville.

We arrived at Louisville on Monday last, and proceeded straightway to admirable quarters at the Galt House, where a committee of the Louisville merchants was in waiting to receive us, consisting of the following gentlemen:—

J. D. Osborne,	H. D. Newcomb,
John Bell,	D. B. Light,
Ed. Wilder,	Thos. Quigley,
G. W. Morris,	R. Atkinson,
J. M. Bryant,	T. H. Hunt,
Thos. Slevin,	J. R. McDowell,
Benj. J. Adams,	Jno. Thomas,
T. J. Grotjan,	Ben. Casseday,
T. H. Crawford,	H. C. Pindell,
Jno. Thompkins,	Jas. Trabue.
Zach. Sherley,	

Mr. BEN. CASSEDAY, on the part of the citizens of Louisville, addressed the visitors in the following apropos speech:—

"It is with unfeigned pleasure, gentlemen, that I perform the duty imposed on me by the merchants and citizens of Louisville, of welcoming your highly respectable body to this city, and of tendering you its hospitalities. I can assure you that your arrival has been looked forward to with feelings of no ordinary interest. It is the first time in the history of our city that we have been visited by a body of merchants from abroad in any corporate capacity; and however the occasion may affect you, it will certainly form an epoch in our annals.

"The period of your visit is singularly opportune. We are upon the eve of an election which is said to menace the continuance of the Union. There are those who believe that the ties of amity and comity which have so long bound us together are soon to be dissevered; and that the North and the South are no longer to stand together as brothers at the same altar of freedom—that we are to present again the time-worn spectacle of a free people unable to maintain their position among nations.

"It is singularly fit, therefore, that the representatives of two of the most conservative cities of this Republic, representing also the paramount interests of the country, should, upon the eve of this dreaded occasion, meet and exchange the courtesies of life as friends and brothers.

"We have the vanity to believe that our city and yours possess similar business characteristics. In the crisis through which the mercantile communities of the country have passed, your city and ours have been subjected to fewer disastrous failures than any others on the continent. Yours is a mercantile city, and one of the great markets of the world. Ours is inland, and controls comparatively but a small interest. But we can boast that, in our restricted field of action, we have emulated your example in doing an honorable, straight forward and manly business, free from all the tricks of trade, unstained by any charge of mercantile fraud, and not subject to rapid changes by emigration.

"We have, therefore, great pleasure in welcoming you to all the hospitalities of our city, and in tendering for your acceptance an invitation to a dinner at this house to-morrow evening, where we may interchange those kindly feelings which have so long existed between the sister cities of Philadelphia and Louisville, and where we may show to the whole country that, for ourselves, we love alike the North and South, and, as conservative men, will not lend our aid to blot a single star from our country's flag."

Mr. SAMUEL E. STOKES replied as follows:—

"SIR, AND GENTLEMEN OF THE LOUISVILLE COMMITTEE:—Allow me, in behalf of your Philadelphia visitors, to thank you most heartily for the welcome extended to us, and especially for the handsome and courteous manner in which it has been pronounced. The objects of the excursion on which we are now engaged are to visit the cities of the West and observe the greatness of this wonderful region, and in particular to strengthen the bonds of friendship between the merchants of Philadelphia and their Western brethren. We come also, if possible, to form new connections and friendships. This can be accomplished far better by personal interviews than by participation in public banquets. We, sir, are practical men, came here for a practical, not a festive purpose, and the few hours of our necessarily limited stay must be employed to the best advantage, which precludes festivities, however otherwise welcome.

"I may add that similar reasons have required us to decline an invitation of the same character at St. Louis. It is, therefore, with regret that we will be unable to accept your kindly proffered banquet, and hope that, instead of that evidence of your hospitality, to-morrow you will assist us in examining the beauties and important features of your noble city, and that you will now introduce the members of our committee to your own citizens in order that the object for which we have come, the mutual interests of the two cities, may be the better secured."

It will be observed that Mr. BEN CASSEDAY'S eloquent address of welcome was more elaborate than any heretofore pronounced at our arrival at the various points, and took the way-worn party somewhat by surprise; but Mr. STOKES is ready for any emergency, and responded in the most appropriate manner. That, owing to the reasons given by the latter gentleman, it was necessary to decline a proffered public banquet, was a subject of regret—still more to our hospitable entertainers than to ourselves. The ordinary refection prepared at the hotel for our arrival was, however, almost a festival in itself; and, in particular, we again tasted oysters that reminded us of home.

The Artesian Well.

In the morning the first order of the day was to see the celebrated artesian well, one of the greatest curiosities of the kind in the whole world. Its depth is 2086 feet, being greater than any other known, with but one exception, and that only has the advantage in this respect by 113 feet. In the amount of water furnished it has no equal in proportion to the diameter of the bore, the flow being 330,000 gallons in 24 hours; and it is also unrivalled in the elevation of the jet above the surface, which is 170 feet. The medicinal virtues of the water are similar to those of the Blue Lick spring and those of Kissingen, in Bavaria, Germany. They are rapidly becoming celebrated through the country for the cure of various forms of disease, and the negro Ganymede who delivers an absurd lecture on the subject—which has, within the last season, been published in several magazines—also avers that they have a decided "conglomeration towards matrimony," and enable a lover to "discomboberate harmoniously" in hymenial attempts. I shouldn't be surprised to discover that there is some truth in this statement, as, ere the day was over, several of the gentlemen who had partaken of the saline cup were in a great state of excitement about the beauty of Louisville ladies, and certain bachelors of the party paid court desperately to all representatives of the sex within the reach of an introduction. From the well and baths therewith connected, we proceed to the tobacco warehouse, levee and other points of mercantile interest; then dispersed to call on new or old acquaintances, and in the afternoon were driven through the city and environs.

Growth of Louisville.

It has been a popular slur against Louisville, that it was a "finished" city in the sense of being without progress or activity. However it may have been in years past, the accusation is now wholly unjust. At present, from low water in the rivers, scanty crops, the result of drouth, a frost blight of the tobacco occasioned also by the dry weather having kept back the crop so long, and other accidental and temporary causes, the trade here is not in its normal condition. Yet, everywhere there is evidence, not only of solid wealth, but of enterprise. The packing of hogs is, probably, the largest interest here—275,000 of these animals being the produce of the season. The largest single packing establishment in the world is here, though in Cincinnati the whole business is greater. Eight firms in all manage the trade of pork in Louisville. Of tobacco there are 17,000 hogsheads sold here. The life of the place is seen in the excellent character of the stores, public buildings, and in the exports and imports by railway and steamboat. A considerable number of buildings are in process of erection, and others are seen evidently new. Indeed, from general observation of the place, I am induced to credit the assertion of a respectable informant, who startled me by the statement, that during the last year more houses had been erected in Louisville than in any other city of the Union, in proportion to its size and number of inhabitants.

Beauty of Private Residences.

But it is the beauty of private residences and the tone of society, as shown in the manners of its citizens, that form the chief attractions of the place. The same feature I have elsewhere praised in regard to the space left around dwellings and adorned with shrubbery, is most marked here, and most commendable, when the age of the city is considered, and the high price of the land. It would be impossible to drive through a more elegant avenue than that of Broadway, though its attractions are only begun. The very fact of this grand street being laid out, and its houses built within four years, is an evidence that the spirit of advance to new wealth and the cultivation of new beauties is alive, to destine the city for a future still more admirable than its past. The cemetery, a short distance from the suburbs, is in some respects superior to any I have seen; in particular, there are not so many of the little plots and pens that disfigure our burial grounds.

Louisville hospitality.

In the evening the excursionists were all invited to the mansion of Mr. Wm. Garvin, one of the oldest and most respected merchants of the place; and after an evening made delightful by conversation with agreeable gentlemen, and still more charming ladies, (for though the latter element was small in quantity, it was very potent in quality,) enjoyed a sumptuous supper. Enough to express the appreciation of the visitors of the capital of Kentucky and the hospitality of its citizens, to tell the fact that it was the only place in the whole trip of which I heard our Philadelphians say that if they left their own homes, they would wish to reside there; and this was the speech of many when they departed early on Wednesday morning with long faces.—As for me, I freely confess that if I hadn't been carried away by main force, I would have been there still.

Lexington.

At 10 o'clock we arrived at Lexington—taking a look from the depot at Henry Clay's monument as far the same is completed. A committee of Lexington gentlemen were in waiting with omnibusses, in one of which Vice President Breckinridge accompanied us to Ashland,

which, associated as it is, with the patriot sage of Kentucky, is, to well regulated minds, not greatly inferior in interest even to Mount Vernon. The beautiful grounds were reverently examined, mementoes of shrubs and sprays taken away carefully, and then the party returned to a complimentary dinner, given much to the surprise of the visitors.

Public Dinner.

It was served at the Broadway Hotel, in the most handsome style, and was replete with enjoyment. Towards the time when the bell of the starting train was apprehended, Mr. WM. DEVINE, on behalf the Philadelphia Board of Trade, returned his thanks to the merchants of Lexington, for their courteous greeting. The Board were on a visit of kindly sympathy. Visits, such as these, he hoped would become more frequent, and bind together the merchants of all sections of the country in bonds of friendship. The Board of Trade appreciated the kind attention they had received from the business men of the West.

He was replied to by HENRY C. BELL, Esq., on behalf of the merchants of Lexington. He greeted the Philadelphia Board of Trade and the Cincinnati Chamber of Commerce. The merchants of Lexington had long known the merchants of Philadelphia. They highly appreciated the liberality, business tact, and above all, the integrity for which they were so noted. He regretted that the time afforded his fellow citizens, in which to show their good will, was so brief. He had hoped for days instead of hours, and that he would have been permitted to show the guests, not only through the city, but the Ashland District especially; (loud cheers)—that in these times, when the political horizon was so overcast, they might see the firm feelings of brotherhood which united the merchants of Kentucky to their brothers in the other States.

Fertility of the Soil.

In the vicinity of Lexington is the most beautiful farming—indeed, garden—country I have ever seen. This is where grows the famous "blue grass," and land is worth, without a sign of a fence or a stick of timber, at least $100 per acre within a large circuit of the city. Its population is between eight and nine thousand, at which point it has been steady for a considerable time.

The Party at work and doing good.

I have not, in this letter, given any information about the individual conversations between the gentlemen of the excursion party and the residents of Lexington and Louisville on the subject of business intercourse, which, indeed, were almost impossible to detail. Suffice it to say, that the members of the Philadelphia delegation, in no instance, appear to regard this trip as one of mere pleasure, or by any means confine themselves to sight-seeing, but in every way strive to accomplish the real objects of the expedition. In that direction I am satisfied that great good has been accomplished, and no small amount at the southern points, which it would have been great folly to have omitted, especially under the present excited state of political feeling.

LETTER IX.

THE QUEEN CITY — ESCORT — PIKE'S OPERA HOUSE—ARCHITECTURE IN CINCINNATI—MR. LONGWORTH'S HOUSE AND VAULTS—THE WINE TRADE—EXPORTS AND IMPORTS OF CINCINNATI—INCREASE—PALACES—PUBLIC DINNER —SPEECHES—COMING HOME.

We arrived at Cincinnati under an escort of a committee of its Board of Trade, who came to meet us at Lexington, consisting of Messrs. H. W. BROWN, JAMES W. SIBLEY, GIDEON BURTON, HENRY LEVIS, MORRIS ORUM, G. H. BARBER, JOHN W. ELLIS, A. D. BULLOCK and MURRAY SHIPLEY, together with Messrs. HENDERSON and WHILLDIN, representing the *Gazette* and the *Commercial*. To the two latter gentlemen my especial thanks are due, for courtesies received during the visit. After supper, an invitation having been extended by Mr. PIKE to visit his celebrated Opera House, those of the party who were too tired to begin business intercourse that evening, luxuriated in rest on the comfortable seats of that temple dedicated to music and the histrionic art. A Philadelphian will not readily acknowledge the superiority of any similar edifice to his own Academy of Music, but candor compels the admission that in lightness and grace of general effect the building erected by Col. PIKE, as a private enterprise, is deserving of all praise. It is, of course, smaller than our edifice, and there are but two rows of gallery instead of four, but it is amply sufficient for ordinary operatic purposes, and much better adapted for spoken performances than if larger. The only blemish I can mention is the absence of a central chandelier, without which there can never be a proper amount or distribution of light, and which is, besides, so great an ornament in itself. The front of the building is much superior, however, to that of our Academy, showing most ornate carving. That is, indeed, a remarkable merit in the facades of Cincinnati edifices—for instance, the new Masonic Hall, the ornamentation of which is exquisite.—The same feature is seen on the fronts of stores and other public buildings. In the latter, among which I may specify the great Catholic Cathedral, the Post Office, &c., the city greatly excels. The large majority of the houses, however, have a Philadelphia appearance, which remark may be taken, in a good sense, as referring to the preva-

lent air of solidity and comfort apart from external show.

Mr. Longworth's House and Wine Vaults.

One of the chief curiosities of the city is Mr. LONGWORTH'S residence, which with its surrounding grounds, occupies a whole block. The space is partly covered with immense conservatories filled with the rarest plants, among which was the Victoria Regia. Mr. L. was the first patron of POWERS, whose earliest work of sculpture, Ginevra, we had the pleasure of seeing in the reception room, as well as one of BENJAMIN WEST'S paintings, a scene from *Hamlet*. We were then conducted to the great wine vaults, situated at a considerable distance. In these vast subterranean caverns of three stories deep, were stored six hundred thousand bottles of wine, and casks containing ten thousand gallons besides. Most thinking men are interested in the cultivation of the grape in this country, in the hope that if a good and cheap article of light wine can be produced, the evils arising from drinks of a more alcholic and intoxicating character will be abated.

The Trade of Cincinnati.

It is owing, however, to the corn trade and those dependent on it—that is, the hogs fed on, and the whisky distilled from corn—that Cincinnati owes her prosperity. The amount of the business in these branches, as well as the general character and increase in the trade of the city, may be gathered from the following tables:—

EXPORTS.

ARTICLES.	1849-50.	1859-60.	*Increase ₱ ct. in 10 yrs.*
Apples, green, bbls.	3,519	25,092	613
Alcohol, bbls.	3,302	27,002	727
Beef, bbls.	7,558	18,888	150
Butter, bbls.	961	4,056	320
Do., firkins and kegs	24,393	48,266	98
Bran, sacks	4,322	43,186	900
Candles, boxes	67,447	176,118	162
Cattle, head	30	20,593	68,543
Cotton, bales	1,896	71,344	3,663
Coffee, sacks	22,090	90,165	309
Flour, bbls.	98,909	478,008	383
Fruit, dried, bush.	1,850	15,498	737
Horses, head	468	9,217	1,870
Hay, bales	564	3,449	511
Hides, number	11,225	146,166	1,200
Iron, pieces	54,075	575,268	965
Do., bundles	35,254	129,030	255
Oil, bbls.	21,863	50,846	141
Molasses, bbls.	25,878	51,814	96
Oats, bush.	10,046	111,823	1,013
Potatoes, bbls.	5,283	97,899	1,753
Pork and Bacon, hhds.	23,529	52,532	123
Do. do., tcs.	22,477	39,833	72
Soap, boxes	17,443	68,497	300
Sugar, hhds.	9,650	32,443	236
Salt, bbls.	29,509	59,046	100
Do., sacks	8,301	12,502	50
Sundry Mdse, pkgs.	615,641	1,702,220	176
Do. do., tons	11,169	17,957	62
Starch, boxes	9,491	43,054	353
Tobacco, bxes and kegs	6,904	49,882	620
Do., bales and bbls.	77	4,074	5,320
Vinegar, bbls.	2,404	10,947	356
Whisky, bbls.	179,540	389,310	117
Wool, bales	2,156	10,239	375
Grass seed, bbls	2,528	16,642	558
Brooms, doz.	7,265	24,641	230

IMPORTS.

ARTICLES.	1849-50.	1859-60.	*Increase ₱ ct. in 10 yrs.*
Apples, bbls.	6,445	95,811	1,400
Barley, bush.	137,925	352,828	157
Butter, bbls.	3,674	15,209	314
Do. kegs	7,487	34,468	360
Corn, bush.	649,227	1,346,208	107
Cheese, boxes	165,940	227,095	36
Cotton, bales	8,551	78,013	812
Coffee, bags	67,170	129,930	93
Flour, bbls.	231,859	517,229	124
Fruit, dried, bush.	11,802	64,186	444
Hay, bales	14,452	56,547	300
Iron, pieces	186,832	397,466	113
Merchandise, pkgs.	308,523	1,153,910	274
Molasses, bbls.	54,003	91,807	70
Malt, bush.	41,982	117,593	180
Nails, kegs	83,073	134,086	61
Oil, bbls.	5,049	24,844	396
Oats, bush.	191,924	894,515	364
Pork, bulk, lbs.	1,325,756	23,250,222	1,654
Potatoes, bbls.	3,898	206,544	5,152
Pig Iron, tons	17,211	37,550	118
Sugar, hhds.	22,760	40,551	51
Do. bbls.	13,005	37,950	191
Seed Flax, bbls.	15,570	26,307	68
Seed grass & clov'r, bbls.	4,432	28,224	536
Tobacco, bxs. and kegs.	17,772	49,552	178
Wheat, bush.	322,699	1,057,118	227
Whisky, bbls.	186,678	344,428	84

Clifton and the Palaces.

In the afternoon the members of our party were driven in vehicles of sundry kinds, varying from the barouche to the humbler buggy, in several directions. An admirable view of the city was obtained from the high hills back of it, though they are very much in the way of the natural growth of the place. But when we came to the superb country seats at Clifton we were thoroughly astonished at the wealth, taste and refinement evident. Mr. BOLER'S palace—for it can be described by no other word—is, in location and magnificence, superior to anything I have met on the continent, after a great deal of travel North, South and East previously, and now West. Our old-world ideas about the superiority of the seaboard cities were thoroughly exploded. The number of gentlemen who live on their means, surrounded by beautiful objects of art and nature, is very surprising in any new district like this, for though Cincinnati is not of mushroom growth like Chicago, it is yet very young. The matter of population is, however, a sore subject to the citizens, who are much dissatisfied with the summing up, the same being only about 160,000, and are taking a new census of their own to find out the truth.

Complimentary Dinner.

At 8 o'clock we sat down to a complimentary dinner at the Burnet House, at which ROBERT

Buchanan, Esq., presided, and at either end of the tables were Vice-Presidents Joseph Torrence, R. M. Bishop, W. B. Cassilly, Morris Orum, Miles Greenwood and David Gibson. There were over two hundred gentlemen present, and the tables were supplied with a bounty and variety seldom seen at a public table, and what was more to the purpose, all the objects presented in the bill of fare were excellent in quality for the purpose of eating, the usual adornments, however, being also well attended to. After the table had been cleared, Mr. Buchanan, the President of the banquet, in a kindly and graceful speech, gave a toast of welcome, to which Mr. Samuel E. Stokes responded in a happy address, not only thanking the Cincinnati gentlemen for their kindness, but giving an excellent sketch of the excursion and its objects, with a plea for good feeling and close intercourse between the two cities, ending with the sentiment:—"The Merchants and Manufacturers of Cincinnati."

At the conclusion of his remarks, Mr. A. D. Bullock said that a few weeks ago they welcomed the Legislatures of two Southern States, and now we gladly gave the right hand of fellowship to the Board of Trade of Philadelphia.

He proposed, as a toast:—

The Mercantile and Manufacturing Pursuits—Most honored where best understood.

To this sentiment Mr. Wm. Devine, of the firm of Wm. Devine & Son, responded in a very lively address.

In conclusion, he gave as a toast the health of the whole city of Cincinnati, the ladies as well as the gentlemen.

To this sentiment Mayor Bishop responded, as a merchant—not as the Mayor of Cincinnati. The remarks of His Honor were frequently interrupted by applause.

Benj. Eggleston, Esq., in answer to a loud call, expressed the satisfaction he felt in meeting the members of the Board of Trade of Philadelphia. He said that no body of commercial men in the United States stood as high as the guests who were present this evening. In 1833 the Board of Trade of Philadelphia appointed a committee to visit Ohio, to confer upon the subject of improvements that should benefit the two sovereign States of Pennsylvania and Ohio, and the body whose representatives they were had always been foremost in projecting permanent improvements. Cincinnati, as the Queen City of the West, expected to be courted a little earlier in this campaign.

Ex-Governor Morehead, of Kentucky, followed in a beautiful response to a toast from S. S. Davis, alluding eloquently to the Union, and denouncing agitators, also representing the claims of agriculture.

Mr. A. D. Bullock proposed the health of the projector of the Philadelphia excursion, H. H. Houston, to whom we are indebted for this opportunity of meeting our Philadelphia friends.

Mr. Houston replied by thanking Mr. B. saying the compliment was undeserved, but if he had been instrumental in promoting the interest or pleasure of his friends of Cincinnati and Philadelphia, he was gratified; at the same time stating the excursion was a Philadelphia Mercantile project, that he was present as a Member of the Philadelphia Board of Trade rather than as a Railroad man. After describing the advantages likely to result from the visit of fifty active business men of Philadelphia to the mighty West, he hoped the friendships made and renewed would continue and last forever. He concluded by offering as a toast,—"The health of the Merchants and Railroad men of the West."

Mr. H. C. Lord, President of the Indianapolis and Cincinnati Railroad Company, was called for, and responded in a practical speech.

Mayor Bishop gave "The City of Philadelphia," to which Mr. Wm. H. Crump responded very handsomely.

"The Press of Philadelphia" called up Mr. S. G. Thomson, of our city, who made a very spirited speech, claiming for the press a rank equal to the other handmaidens of civilization, to which toasts had been offered.

The health of Mr. Richard Price was next given, and that gentleman made an appropriate response.

A toast in honor of Mr. Hallowell was, however, not responded to, as that gentleman had left the room.

Mr. Robert Buchanan closed the supper by an acknowledgment of the honor conferred upon himself as a Cincinnati merchant, with assurances of the kindliest feeling toward the guests from Philadelphia.

The meeting dispersed at an early hour, as was proper under the circumstances of our being compelled to leave at seven the next morning, which we did, and are now fast moving homeward. We did not rest last night at Pittsburg, as proposed, on account of the heavy rain, but proceeded directly through to Altoona, there took a few hours' repose, and now are nearing Philadelphia; all of us glad to reach that beloved place, but I think all regretting the dispersal of so agreeable and friendly a party. I am certain that we are deeply grateful for the Providence which has preserved us, when serious accidents occurred all around, free even from any detention and annoyance, and which returns us well and hearty to our homes, after a useful and delightful trip.

Letter from one of the Excursion Party to a Newspaper after Reaching Home.

RETURN OF THE COMMITTEE OF THE PHILADELPHIA BOARD OF TRADE FROM THEIR WESTERN TOUR.

PHILADELPHIA, Saturday evening, Nov. 3.

We have just returned from our Western tour of some three thousand miles, without having experienced (thank God,) any accident or misfortune, or any untoward incident that in the least marred the pleasure of the trip. On the contrary, we have everywhere been received with the utmost courtesy and kindness, and we feel confident that the intercourse of so many of our leading merchants and manufacturers with the merchants of the Western cities will be followed by the most agreeable results. At every place we visited there seemed to be a strong desire to cultivate and enlarge commercial connections with Philadelphia, and to create friendly and enduring relations. This, too, not only for the advantages of purchasing goods in our city, but also with a view to exchanges in Western produce, thus rendering Philadelphia a still greater market than she is at present for the sale of cereal grains. We ardently hope, therefore, and sincerely believe, that the beneficial effects of our visit will be profitably developed to all parties, both buyers and sellers, in the prompt and due process of time. This much we can say, that all the trading interests of the City of Brotherly Love have been well and worthily represented in the West by the committee of the Philadelphia Board of Trade.

It affords us sincere gratification to add that the most amicable sentiments prevailed in the party of excursionists throughout their long journey. Seldom, we ween, have nearly fifty citizens been engaged in an expedition in which harmony and a determination to be pleased with each other, and pleased with all they heard and beheld, prevailed more triumphantly. The members of the delegation were, indeed, in Scriptural language, like the "brethren of one household." It was natural then, although three hearty cheers for "home" were given on the first sight of Philadelphia, that the separation at the railroad station was not untinged with reluctance—that regret at parting from congenial companions lingered in every heart to the latest moment. We have been desired by several members of the delegation to record their sincere thanks to the gentlemen of the committee of arrangements, not only for the excellence of their programme, but also for the efficient manner in which it was carried into effect.

All parties feel thankful to Mr. HOUSTON for the business-like manner in which he provided transit for the entire party over every requisite railroad, and for his courtesy in attending to the general comforts of his friends. This gentleman accompanied the excursion, as a member of the Committee, and (from his experience) rendered valuable information with regard to every town and region through which we passed.

Return of the Excursion Party of the Philadelphia Board of Trade.

From the Editor of the Railroad and Mining Register, which paper was represented on the Excursion.

On Saturday last, in the regular evening train from the West, the excursionists, members of the Board of Trade, returned from their trip, all in good health, and all impressed with the conviction that Philadelphia may enjoy a trade largely in excess of her present mercantile transactions, with the points visited, and the region traveled over. They everywhere found the *disposition* of the Western people exactly as they wished to find it, and nothing remains but the necessity for *additional effort*, to bring to Philadelphia orders from the West, heretofore supplied east of the Delaware river. The information gathered by sight, hearing, contact, and reflection, on such a journey, over so magnificent a country, among so big-hearted a people, will be of value beyond computation, to the excursionists as individuals and as members of this community.

The Jerseyman or Delawarian who, during a visit to the English isle, feared to walk out o' nights lest he might walk off into the sea, roams in the West free from any such danger. And, in sooth, in the West, a Pennsylvanian finds himself out o' doors in a big country, where instead of miles and leagues, distances may be measured by degrees running parallel with the equator and towards the poles. And then, too, the rivers of the West, from the sources of the Ohio to the sources of the Missouri, stretch far across the continent, and around no inconsiderable portion of the earth, prompting one to contemplate how vast is the basin which they drain, and how great and populous the States within it are destined to grow, long after they shall have become the seat of political power in this twixt-ocean land.

The party, when near the city, on their return, made suitable acknowledgments to H. H. HOUSTON, Esq., General Freight Agent, Pennsylvania Railroad, who had the excursionists in charge, and who, by his attentions and services in keeping the party on time, and otherwise, greatly promoted their purposes and plans. HOUSTON'S campaign through the region bounded by Wisconsin, Kansas and Kentucky, all inclusive, with Company A, Commercial Pioneers,—P. B. T.—1860, is a performance to be proud of, for, he not only returned all his command in good health, but every one was disciplined in a new drill of mercantile soldiering by the trip.